

Indian River Inlet Bridge Replacement

Public Workshop

Wednesday, February 26, 2003

COMMENTS

1. Regarding the existing Indian River Inlet Bridge:

a. What do you like?

- Necessary in view of the precarious condition of current bridge
- SR1 will stay open during construction; plans for a bicycle/walking path; wider driving lanes
- No obstructions in the water
- View
- General design
- It is unobtrusive (aesthetically)
- More than 2 lanes? Provisions to widen in 30 years or more if needed?
- The panoramic view of ocean, bay, land and sky afforded as you drive over the span (headed northward particularly)
- It works.
- The unobtrusive profile against the seascape; the beautiful view driving north from the crest
- It is functional without becoming the center of things because it is not overlit at night
- It's unobtrusive & has a minimal negative impact on the beauty of the inlet, ocean, Indian River Bay, etc.
- Access to ocean; shorter route to Rehoboth & Lewes; good fishing areas
- It is a predominant landmark that acts as a gateway to the lower coastal beach areas & gives a unique vertical opportunity to grasp a momentary glance of the inland bays & ocean expanse which is otherwise obscured along the rest of the highway. We must maintain low sidewalls in order to get the most aesthetic view.
- The view, good traffic flow
- We love coming over the bridge and seeing the ocean. We always say, "This is why we moved here".
- The view. And the history of I.R. Bridge.
- Simplicity
- Very much like the open view of both the ocean & the bay – unobstructed; liked the idea that the natural environment was what was most important; liked the simpleness of the bridge – it can be enlarged for a bike path, etc. but it need not be a sophisticated structure to detract from the natural environment.
- Great view looking north towards Dewey and out over mouth of inlet; use of bridge as part of inlet sand bypass system.
- The way it blends in with the environment, the way it curves with sea & shore.
- Suspension bridge/bike & pedestrian lane increase or same for recreational camping
- Provides a beautiful view because there aren't high sidewalls or cables blocking the view.
- Clear span; cable design; lighted (I like the fact that our senator is being proactive vs. reactive on this concern)

Indian River Inlet Bridge Replacement

Public Workshop

Wednesday, February 26, 2003

COMMENTS

1. Regarding the existing Indian River Inlet Bridge:

b. What do you dislike?

- Not much, except that time is of the essence; loss of bridge would be disastrous
- Falling down
- Bridge height; I was going to buy a slip a few years ago near Cripple Creek but was unable to get into the bay because of the bridge.
- Besides the comparatively short working life of 40 years (a function of piers placed in the water), I dislike the extra rail on top of the side barriers which detracts from the view, and the lack of dedicated pedestrian and bike accessways.
- UGLY – can't wait to get off it when crossing – railing makes me uncomfortable; did I say DULL . . .
- Lack of pedestrian accessibility; curving roadway on approach; piers are very intimidating to boaters in rough water
- Be sure the new bridge is not lit up like a Christmas tree. It would ruin the natural look of the area. Also, it would hurt looking at stars from boats or beach. Why is there talk about widening inlet? What would happen to homes near bay waters?
- Nothing, except I understand bridge supports are gradually being undermined by the water currents and proceeding to design & build a replacement at this time is fully supported.
- Difficult channel access in certain wind conditions; should be a channel speed limit for larger boats
- No shoulders or stationary viewing opportunities
- No dislikes
- No protected walkway or bike path; no illumination or lighting
- Surface problems
- Dislike bikers did not have a lane; disliked that it was not a more signature bridge design or a possible sculptured design; disliked any rail that prevented the scene.
- Narrow pedestrian accessway is difficult to bike on – Rt 1 often too busy to safely ride bicycle in traffic lanes
- The fact that the tides are rendering the bridge unstable & unsafe.
- Nothing
- Would like to see footpaths and bike paths; not high enough for some sailboats to pass under during high tide
- Nothing!

Indian River Inlet Bridge Replacement

Public Workshop

Wednesday, February 26, 2003

COMMENTS

2. Regarding a replacement bridge:

a. What features would you like for us to consider as we design this bridge?

- Must blend into the landscape; must provide right of way for public transportation, buses, light railway
- Bike/walk path
- Last longer than the present bridge
- Make it higher
- Need to make new bridge 10-18' higher - 45' min.; need a cycle path designed to keep foot & cycles out of the roadbed
- At least 48-50 ft. mean high tide clearance, measuring a bridge's height at mean low tide is ridiculous
- No room on highway to stop and view – if scenic view is necessary, build one
- Future motor, pedestrian, bicycle and marine traffic forecast for this vacation and retirement area
- Large lanes/streamline design; lights at night
- More comfortable approach of roadway to bridge; pleasing, low profile design; adequate height for most boat traffic
- Cable stay bridge (St. Georges)
- If possible, design should be as un-noticeable as possible so as not to detract from the beauty of the ocean, inlet & bay, etc.
- Aesthetics – enjoy the C&D canal bridge
- A low-key, unpretentious look; clean-flowing artistic arch; potential indigenous or unique aspect in its character of design that lends to Sussex County location, heritage & prosperity; bike & pedestrian & viewing accommodations
- Make sure driving view is not hampered by side guardrails
- The view of the ocean
- Safe walkways, wide enough, with lights and safe wall or rails between traffic
- 60' high; bike lane
- Bike lane; sculpture built into the walls (sandstone) – birds or fish; stone walls for the bridge (example-sandstone) to make the bridge have an old world charm; unobstructed view from bridge of bay and ocean
- Improved bicycle access; improved access to and from Rt. 1 from DSSP; low profile of bridge does not detract from the beauty of the area
- (1) Safety (2) Aestheticism – that it will blend with the curves of surrounding land & beaches (3) that it be as “low key” as possible – no suspension bridge – definitely no “Christmas tree” lights (except at Christmas!) (4) that there be a walk/bike path on part of the bridge
- Footpath; bike path
- Historical features; nautical touches; walk/bike path

Indian River Inlet Bridge Replacement

Public Workshop

Wednesday, February 26, 2003

COMMENTS

2. Regarding a replacement bridge:

b. What would you want us to avoid in the design for this bridge?

- Avoid delays and environmental bureaucratic hang-ups
- Closure of beach/fishing areas
- Pilings in the water
- There should be no more lighting on this bridge than the existing structure. Lights on the bridge would ruin the overall atmosphere of the area at night, and make it more difficult for those who use telescopes for stargazing.
- People stop on edge of existing bridge to view
- Avoid ruining the tremendous 360° view afforded by the present span. If anything, the arch of the proposed “cable stayed” structure should afford an even better view from an automobile. Distance viewing and approach should be breathtaking!
- Lanes too close together
- Visually imposing structure
- A large EYESORE which would detract from the beauty of the surrounding area
- Creating a traffic bottleneck; more gradual incline would move traffic more smoothly
- Cookie cutter architecture/eng.; no connection to its locale; so global you could be in Florida or elsewhere
- Don't take away any parking spaces or make them farther away
- This is not a wide body of water. If it were my design, I would keep it a simple structure made of possibly a sandstone material with sculptures incorporated in some manner. This is a very natural environment not part of a city, so it should be kept simple in design. It could be a beautiful stone bridge.
- Excessive damage to wetlands on east side of Rt. 1; limit access to the inlet for fishermen and birders; creating a structure out of proportion with the surrounding environment
- Suspension cables, garish lighting
- Making it too large and overpowering
- A design that is not fitting of the area

Indian River Inlet Bridge Replacement

Public Workshop

Wednesday, February 26, 2003

COMMENTS

3. Do you have any comments/suggestions regarding how the new bridge should relate to nearby activities (beach, park, marina, campground, etc.)?

- Improvement of north/south inlet areas to be done along with bridge
- Easy, safe accessibility to the above
- DNRC is in the process of reconstruction of the marina. The new bridge needs to allow larger vessels to access the new facility.
- If existing bridge is destroyed & new bridge is moved west, what will become of parking at the inlet?
- In my opinion, the “cable stayed” bridge plan is perfect for this panoramic location because its suspension cable outline looks like the high sail outline of a sloop from a distance!
- I don’t think the bridge should blend in too much. I would like for visitors to say “*Remember that cool bridge at the beach . .*”
- Obviously, ease of access to the facilities
- Cable stay bridge (St. Georges) reminds my wife and me of sails, which would complement this particular area. It probably would be a tourist attraction as well.
- Needs to provide the same easy access to these facilities, whether traveling north or south.
- Unique state park signage, colors & sense that this is a destination, not just a pass-by; more tie-in to bay/ocean attributes – Burton’s Island tour by foot or kayak – fish pavilion – surfing preservation
- It would be nice to have a landing or viewing area facing east and west one on each side approx. center of bridge for sunrise/sunset photos. The state park is a popular tourist attraction and it would be great to be able to photo both sides of park.
- 60’ height would increase business.
- It should complement the natural environment and the activities generated by nature.
- Should provide safe/easy access to park amenities on north and south side of inlet; screen nearby park areas from traffic noise; safe pedestrian/bicycle access for park users to safely use amenities on both sides of inlet – without having to use vehicle; include cost of replacing park facilities impacted by bridge construction in bridge budget – don’t place this burden on Div. of Parks & Rec.
- Should certainly take into account the fact that there is a large park, campground & marina nearby. Motorists should have easy access.
- Make it access-friendly to the above features (exits, entrances, etc.)

Indian River Inlet Bridge Replacement

Public Workshop

Wednesday, February 26, 2003

COMMENTS

4. Other comments or questions?

- Let's do it!!!!
- I'll wait for interview.
- Looks like a good start with the public. Keep it up.
- Will the roadway going to Dewey be raised to prevent further flooding?
- The C&D canal bridge is beautiful and a similar likeness would really complement a wonderful park. Thank you.
- You had a very nice presentation – very complete. You are off to a good start.
- Habitat mitigation should be confined to Indian River-Rehoboth Bay drainage – possibly including purchase or conservation easements of upland (to include forest or scrub-shrub habitat) and isolated wetland areas.
- Only one – if you widen the inlet, how will that affect back bay flooding?